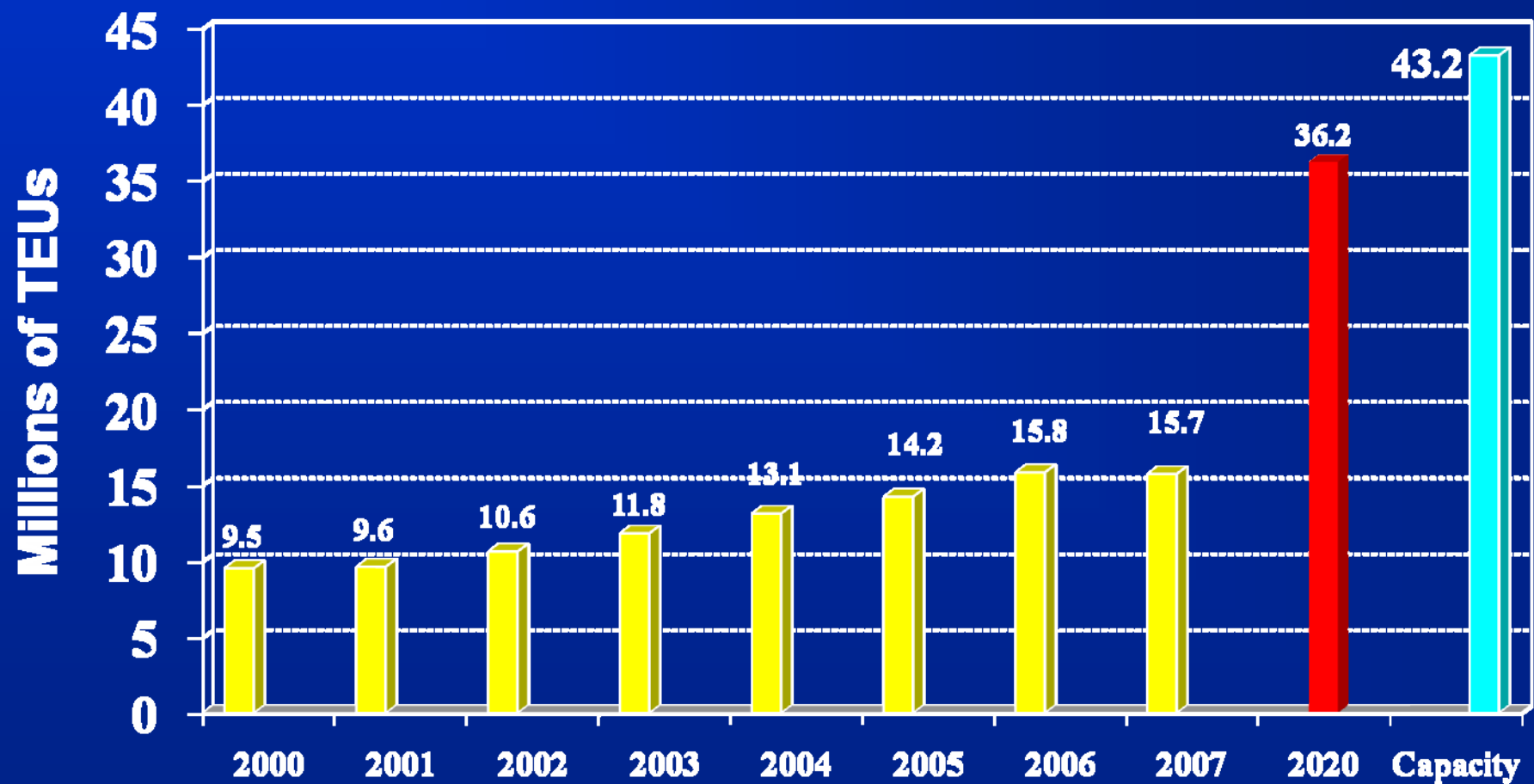


Ports of Long Beach/Los Angeles Rail Planning & Projects



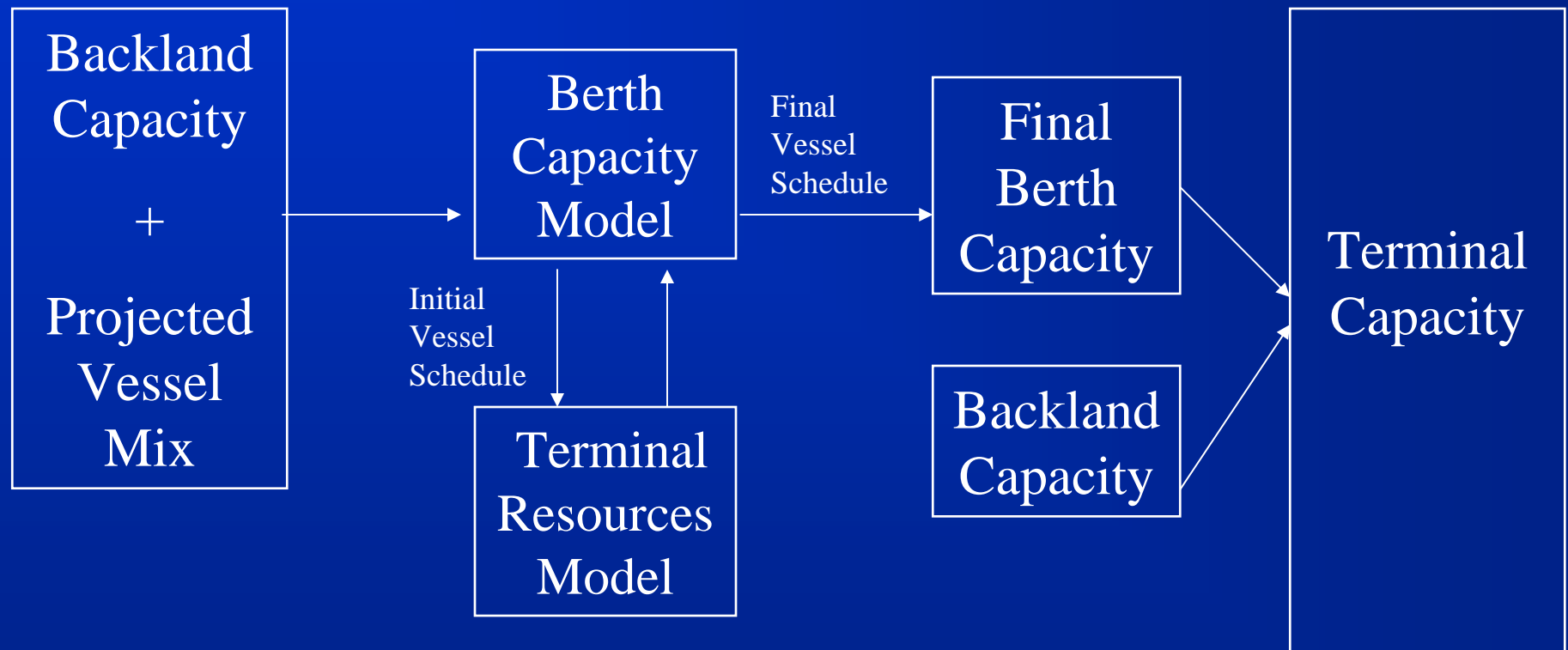
Goods Movement Planning - Deficiency Analysis

POLB/POLA Container Forecast



Goods Movement Planning - Deficiency Analysis

Container Terminal Capacity Modeling



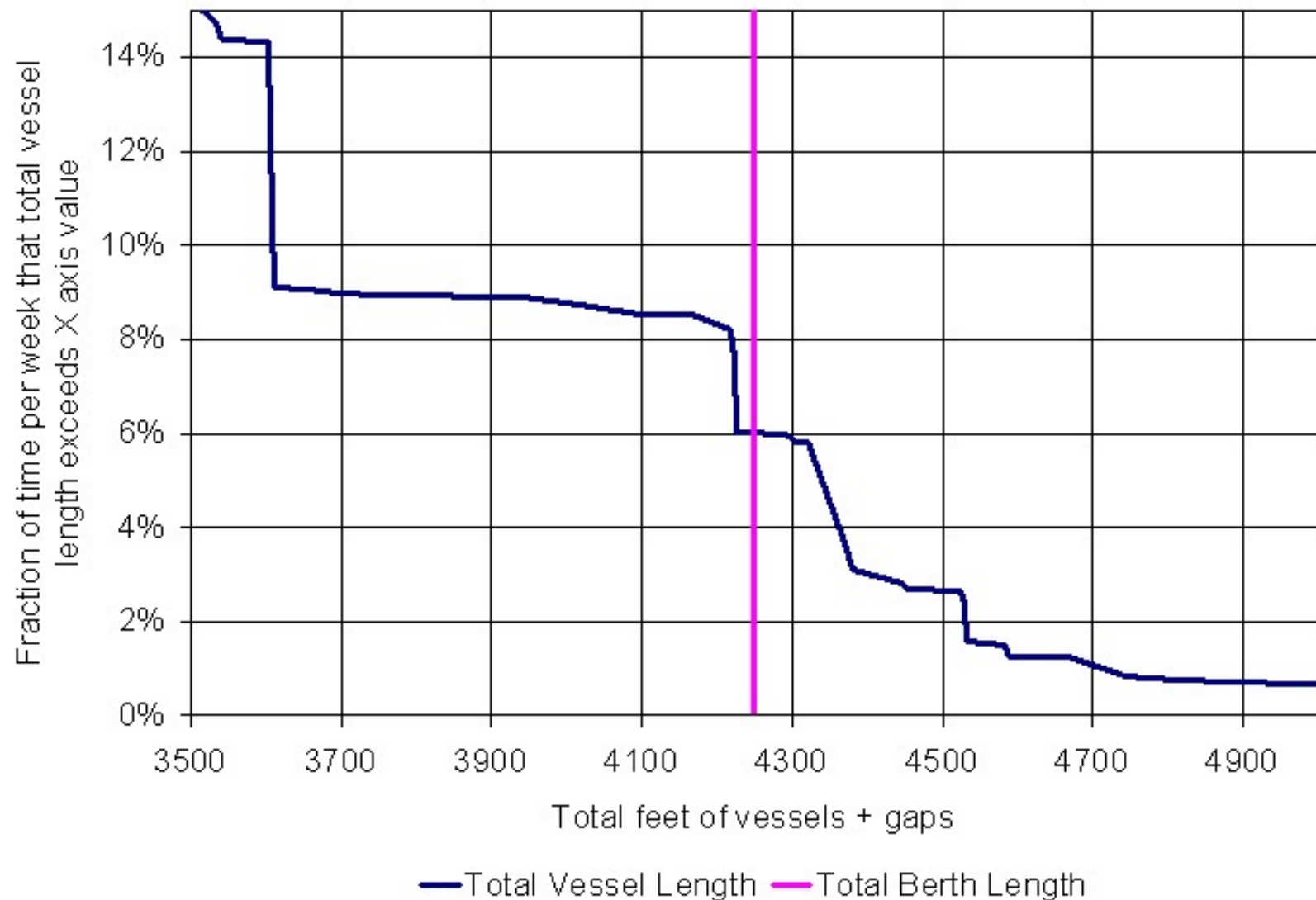
Goods Movement Planning - Deficiency Analysis

Backland Capacity Model INPUTS

Container Type	Mix	Mean dwell time (days)	% wheeled	Mean stack height
Import local load	29%	4.0	10%	3.5
Import on-dock intermodal load	15%	2.0	10%	3.5
Import off-dock intermodal load	10%	1.5	10%	3.5
Export local load	10%	6.0	5%	3.5
Export on-dock intermodal load	6%	6.0	0%	3.5
Export off-dock intermodal load	3%	6.0	10%	3.5
Import empty	0%	na	na	5.5
Export empty	27%	7.0	5%	5.5

Goods Movement Planning - Deficiency Analysis

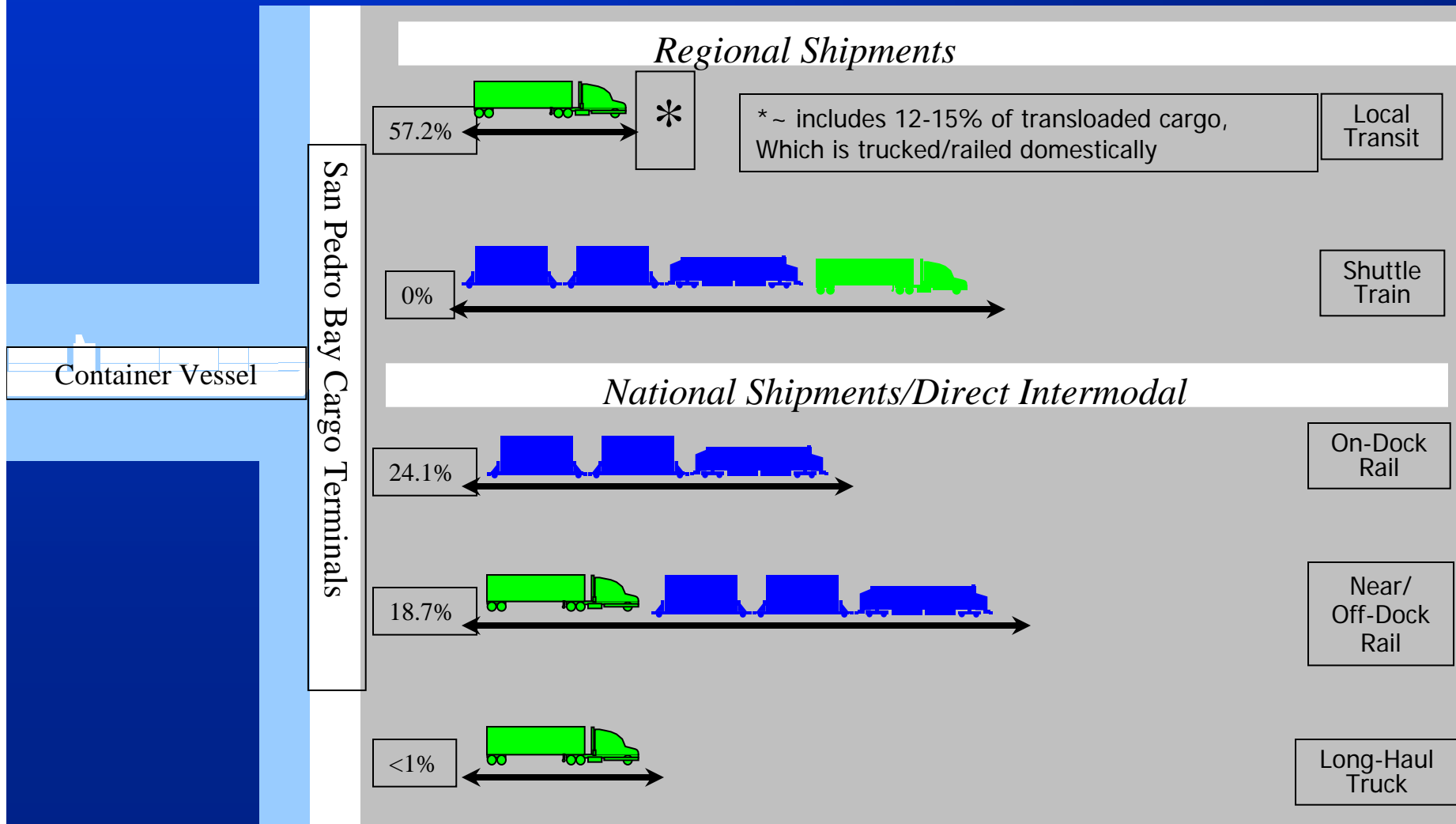
Berth Queuing Model



Goods Movement Planning - Deficiency Analysis

POLB/POLA Intermodal and Local Cargo Flow

(Import and Export Loads and Empties, CY2006)



Ports Intermodal Volumes

	Total Terminal Volumes	Non Intermodal	Intermodal		
			Total	On-Dock	Off-Dock
Build	43.2*	25.9	17.3	12.7	4.6
No-Build	28.5*	17.1	11.4	5	6.4

* represents terminal capacity

Goods Movement Planning - Deficiency Analysis

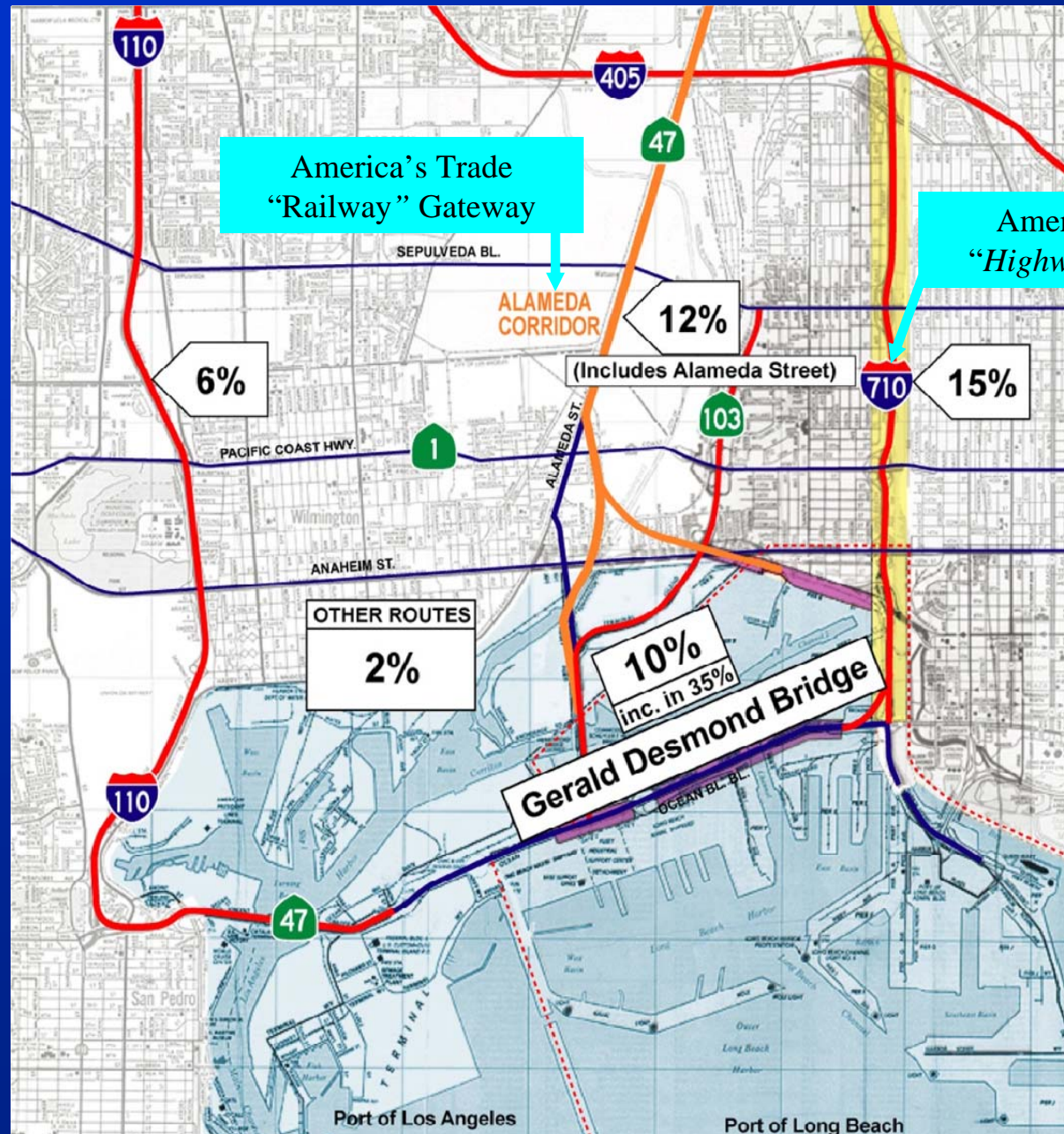
Total Train Forecast

	Intermodal	Total	Corridor
<i>2002:</i>	18	58	39
<i>Existing*:</i>	27	92	62
<i>2010*:</i>	79	142	104
<i>2015*:</i>	112	201	137
<i>2020*:</i>	154	266	172
<i>2030*:</i>	172	306	198

* Denotes peak day



35% (40% of Imports) of U.S. Containers Thru POLB/POLA



ICF Projects

Proposed Project	Lead Agency	Project Cost (millions)
Gerald Desmond Bridge (TCIF)	POLB	\$852
SR-47 Expressway (TCIF)	ACTA	\$687.0
I-110 Connectors (TCIF)	POLA	\$104.0
Navy Way Interchange	POLA	\$48.0
Ports Rail Systems - Phases 1 & 2 (TCIF)	Ports, ACTA	\$1,085
TOTAL		\$2,880

So. CA Grand Total: \$50B!!

Goods Movement Planning Transportation Solutions

Ports Rail System Projects (\$1.085B)
Essential For On-Dock Rail (\$700m)

- Pier B Railyard & mini-ICTF (supported by MTA)
- New Cerritos channel rail bridge
- Triple track s/o of Thenard
- Reeves grade separation
- Benefits:
 - Additional on-dock rail capacity
 - Reduces train delays and emissions
 - Reduces daily Vehicle Miles of Travel (VMT) for Port trucks by about 64,500 miles.
 - Reduces daily Vehicle Hours of Travel (VHT) for Port trucks by about 2,300 hours

